

# A MAN ASKS, "WHAT IS YOUR FAVORITE BOOK?"

Of course, no man wants the same book for every mood, any more than he wants the same food for every meal or the same medicine for every disease.

But the book to which I come back again and again was written several hundred years ago. It is called Ecclesiastes: you will find it about the middle of the Bible. Frederick the Great called it the "Book of Kings," and said every monarch should re-read it constantly.

He should have said every man; for every man is the monarch of his own life. And this is the book of life, written by a king who had everything that life can give. It is the answer to the eternal question: "What's the use?"

What profit hath a man of all his labor  
Which he taketh under the sun?

One generation passeth away,  
And another generation cometh;  
But the earth abideth for ever. . . .  
All the rivers run into the sea;  
Yet the sea is not full;  
Unto the place from whence the rivers come,  
Thither they return again. . . .  
The eye is not satisfied with seeing,  
Nor the ear filled with hearing.  
The thing that hath been,  
It is that which shall be;  
And that which is done;  
And there is no new thing under the sun.

In other words, life is not just one thing after another. It is the same thing again and again. Get up, worry and work; eat, lie down, sleep. What's the use of it all?

The man who is never tempted to ask that question has no imagination.

Solomon, the writer, determined to find out what is worth while in life.

Is wisdom the thing greatly to be desired? He made himself the wisest man in the world, and discovered—what?

In much wisdom is much grief:  
And he that increaseth knowledge  
Increaseth sorrow.

From wisdom he turned to mirth, only to find as an end of living, that "this also is vanity."

He sought to give his heart unto wine, and "to lay hold on folly": and in this also there was no satisfaction.

Perhaps, then, he said to himself, perhaps work is the one thing worth while. To achieve something great—to leave a monument for posterity to wonder at.

I made me great works; I builded me houses;  
I planted me vineyard: . . .

Then I looked on all the works that my hands had wrought, and on the labor that I had labored to do; and, behold, all was vanity and vexation of spirit, and there was no profit under the sun.

Wisdom, mirth, wine, women, work, fame—

The man who has not at some time sought each one as a solution of the puzzle of life has in him no spirit of adventure.

But none of them satisfied Solomon.

What, then, is the answer to the riddle?

What will satisfy the soul of man? What will make his life seem to have been worth while when he comes to give it up?

The answer is in the great last chapter, which begins:

Remember now thy Creator  
In the days of thy youth,  
While the evil days come not,  
Nor the years draw nigh,  
When thou shalt say,  
I have no pleasure in them.

To live straight and simply; to do a little kindness as one moves along; to love useful work; to raise a worthy family, and to leave the world a little better than you found it—to do one's daily duty in simple reverence—this is the final answer.

And the man who, having passed through his periods of questioning, and made his false excursions into the varied by-paths, does not come finally to this true road, has missed real greatness.

Bruce Barton, Editor, Every Week.

## IMPORTANT ENGINEERING FEAT ACHIEVED BY THE UNION PACIFIC AT OMAHA

The engineering fraternity in particular and the public in general will be interested in reading of the placing in service across the Missouri at Omaha of the new Union Pacific bridge. Older residents of the state need no reminder of the place Omaha held in their interest in early days. The early day Utah was almost as much at home on the streets of the Nebraska city as he was on East Temple street, or Main street as it is more popularly known. The old bridge across the lazy stream was a familiar sight to them.

Last Wednesday—the operation requiring only about an hour, a noteworthy engineering accomplishment—the newest bridge spanning the river was moved into place and the old bridge moved out of the way. While the new bridge was being assembled, the old structure remained in service. At its side, however, there was built a remarkable piece of false work. The new bridge itself was built on false work. Between the two were the permanent piers for the new bridge, the same that were originally built under the old bridge. When the time came, section by section the old bridge was moved off the piers onto the false work at its side and in its place sections of the new bridge were moved. The old bridge will remain on the false work until it is taken to pieces and moved away.

The first single track bridge over the Missouri river was completed in 1872, at an approximate cost of \$1,750,000. This bridge consisted of 11 spans of trusses known as the Pot type, each 250 feet in length, the approach on the east side being a solid embankment, and on the west side a cottonwood trestle, which trestle was later filled.

In 1877, the two easterly spans were wrecked by a cyclone, and never rebuilt, being replaced with timber trestle. The sub-structure consisted of 11 iron cylinder piers, and one stone pier, at the extreme west end, all of which were founded on bed rock. Each iron pier consisted of two cylinders 8 1/4 feet in diameter, placed 18 1/4 feet centers.

The bridge was commenced in 1885, and completed for operation late in the fall of 1887. It was a double track structure, consisting of four through Whipple trusses, each 246 feet long, with three deck spans at each end. The total length was about 1,750 feet. At the time the bridge was erected, an extension was arranged for on either side of the main spans for one roadway, and one sidewalk.

The work of reconstructing and replacing the old bridge was commenced in May, 1916, and it was placed in service immediately after being rolled into position Wednesday afternoon, December 20. The estimated cost is \$1,000,000. The bridge consists of four through Pratt pin curved top chord spans 246 feet long; one through Pratt riveted span 130 feet long, and two through Pratt riveted spans 120 feet long; four deck plate girders 67 feet long and two deck plate girders 50 feet long, for two tracks. The total length of bridge is 1,722 feet, which does not include approaches. The total weight of the new bridge is about eleven and a quarter million pounds, as against five and a half million pounds in the old bridge replaced. The height of track above normal water in the Missouri river is about 70 feet.

The work undertaken consisted of replacing the entire super-structure with new and heavier steel, the piers supporting the four main river spans remaining in place. The approach spans are supported with new concrete sub-structure.

The four river spans were erected on temporary pile pier extensions to the south of the masonry piers, and similar temporary pile pier extensions were arranged on the north of the masonry piers. The old spans which were replaced were raised and mounted on rollers, and rolled to the north on the temporary pile extensions, and the new spans then raised on temporary piers on the south and rolled into permanent position on the masonry piers. Suitable equipment and organization had to be arranged for, so that the time required for making this change in the four river

spans was about one hour. The power used in moving the old bridge to the falsework and the new structure to the permanent concrete piers consisted of five hoisting engines governed by signals so that the movement was uniformly carried out from end to end. The terms of the erection contract provided that the erection force's operations should interfere as little as possible with traffic over the structures.

The construction of the falsework erection of the new steel, the removal of the old, and the placing of the new spans in the new position, within the comparatively short time mentioned above, without serious interruption to an almost constant stream of passenger and freight traffic, was an undertaking of considerable importance, the train movement over this bridge at times having reached the total of 320 trains per 24 hours, or an average of one train every four and one-half minutes.

There were employed on the reconstruction of this bridge about 200 men.

The excellence of the design, and substantial nature of the construction of the bridge now being replaced, after thirty years of service, are a testimonial to the engineering ability of the original builders. The bridge being replaced was designed and built under the direction of Geo. S. Morison, a well known structural engineer, and by reason of the care which has been exercised in its maintenance, it would without doubt continue to serve its purpose for an indefinite number of years in the future, the necessity for its present re-construction being due to the unprecedented increase in axle loadings of railroad locomotives and rolling stock during the past several years.

The new superstructure is the third steel railroad bridge in this location since the opening of the Union Pacific line. Prior to the construction of the railroad bridge over the Missouri river at Omaha, a ferry service was maintained from Council Bluffs to Omaha by the Union Pacific Transfer company, which was organized and commenced operations in 1866, this ferry service being maintained until the completion of the original bridge, which was started in 1869 and completed in 1872.

In addition to the Union Pacific's own business handled over the bridge between Council Bluffs and the west, the bridge is used by six other railroads, the Burlington, C. & N. W., Rock Island, C. M. & St. P., Wabash and C. G. W.

In the foregoing figures it appears that the old bridge cost more for construction than the new one. This is due to the fact that the cost of piers is included in the old bridge and these same piers will be used for the new one. The estimated cost of building the original piers and in which is included the material, was approximately \$600,000.

It is a notable fact that all three of the Union Pacific bridges that have been built across the Missouri river occupied identically the same location. The bridge completed in 1872 was the first bridge to span the Missouri at any point and its location marks the crossing used by explorers, travelers and seekers that have gone west over the Overland route for almost 50 years.—Deseret News.

### Mysterious Confectionery.

The Chinese are very skillful in making confectionery, and possess the reputation of having some secrets the knowledge of which our own confectioners would find very desirable. They are able to empty an orange of its pulp entirely, then fill it up with fruit jelly without one being able to find the smallest cut in the rind or even a tiny hole. Indeed, they even empty an egg in this manner and fill it with a sort of almond nougat, without one being able to find the slightest break or incision in the shell.

### All Speech Consisted Of.

She—"What did papa say when you told him of our engagement?" He—"Well—er—really, dear—" She—"Oh, you can leave out the swear words." He—"Then there's nothing to tell you."—Boston Transcript.

Old newspapers, 5c a bundle at The Republican office.

## A VAIN LONGING

By Ted Robinson.

I'd love to be a housewife! I would love to spend my day  
In a cozy little kitchen while the moments sped away!  
With the nicey, spicy odors, homey, and yet sharp and strange,  
And the genial warmth proceeding from the cunning little range;  
With the mysteries of cooking and the knowledge of the power  
To turn out a fresh creation of one's genius every hour;  
Oh, the drudgery of rhyming is a tame and thankless thing—  
I should love to be a housewife that my very soul might sing!

I'd love to be a housewife! Making beds and sweeping floors—  
Washing windows, if I chanced to need some exercise outdoors;  
Ne'r a fear of boss or foreman with its constant prodding pain;  
Just the simple round of duty, with the mind at perfect rest.  
Thinking thoughts of love and beauty—free, and giving forth its best;  
Oh, the world with all its worries is a falsehood and a snare—  
And I fain would be a housewife, free from every earthly care!

Would that I had been a housewife! Naught annoys her, year by year,  
But the tinner and the plumber when the bathroom's out of gear,  
And the grocer and the garbage and the babies and the rugs,  
And the garden and the furnace and the roaches and the bugs,  
And the neighbors with their gossip and the ice-man with his dirt,  
And a slouchy, grouchy husband with the buttons off his shirt—  
Oh, it's fine to be a housewife, sheltered from the madding mob,  
(But the man that digs a sewer has a sweeter, easier job.)

—Cleveland Pain Dealer.

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ARRIVE	FROM
No. 41—8:35 A. M.	Cache Junction and North
No. 12—8:40 A. M.	Preston
No. 22—2:00 P. M.	Preston
No. 21—12:30 P. M.	Salt Lake City
No. 43—5:40 P. M.	Cache Junction, North and South
No. 11—8:20 P. M.	Salt Lake City
DEPART	FOR
No. 12—8:40 A. M.	Salt Lake City
No. 42—9:25 A. M.	Cache Junction and North
No. 21—12:30 P. M.	Preston
No. 22—3:45 P. M.	Cache Junction, North Connection Only
No. 44—6:10 P. M.	Cache Junction
No. 11—8:20 P. M.	Preston

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